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# ANNUAL REPORTS

OF THE

PRESIDENT AND DIRECTORS

AND THE

GENERAL SUPERINTENDENTS

OF THE

Wilmington, Columbia & Augusta

AND THE

Wilmington & Weldon

RAIL ROAD COMPANIES,

WITH THE

PROCEEDINGS OF THE GENERAL MEETING OF STOCKHOLDERS,

November 20th, 1877.



WILMINGTON, N. C.:

THE MORNING STAR STEAM POWER-PRESSES.

1877.





# OFFICERS FOR 1877, Wilmington, Columbia & Augusta R. R. Co.

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## ADMINISTRATIVE DEPARTMENT:

HON. R. R. BRIDGERS,  
*President.*

COL. J. B. PALMER,  
W. T. WALTERS, Esq.,  
*Vice-Presidents.*

## BOARD OF DIRECTORS:

W. T. WALTERS,	S. M. SHOEMAKER,	B. F. NEWCOMER,
J. D. CAMERON,	J. B. PALMER,	H. B. SHORT,
GEO. S. BROWN,	L. D. CHILDS,	W. H. GRAHAM.

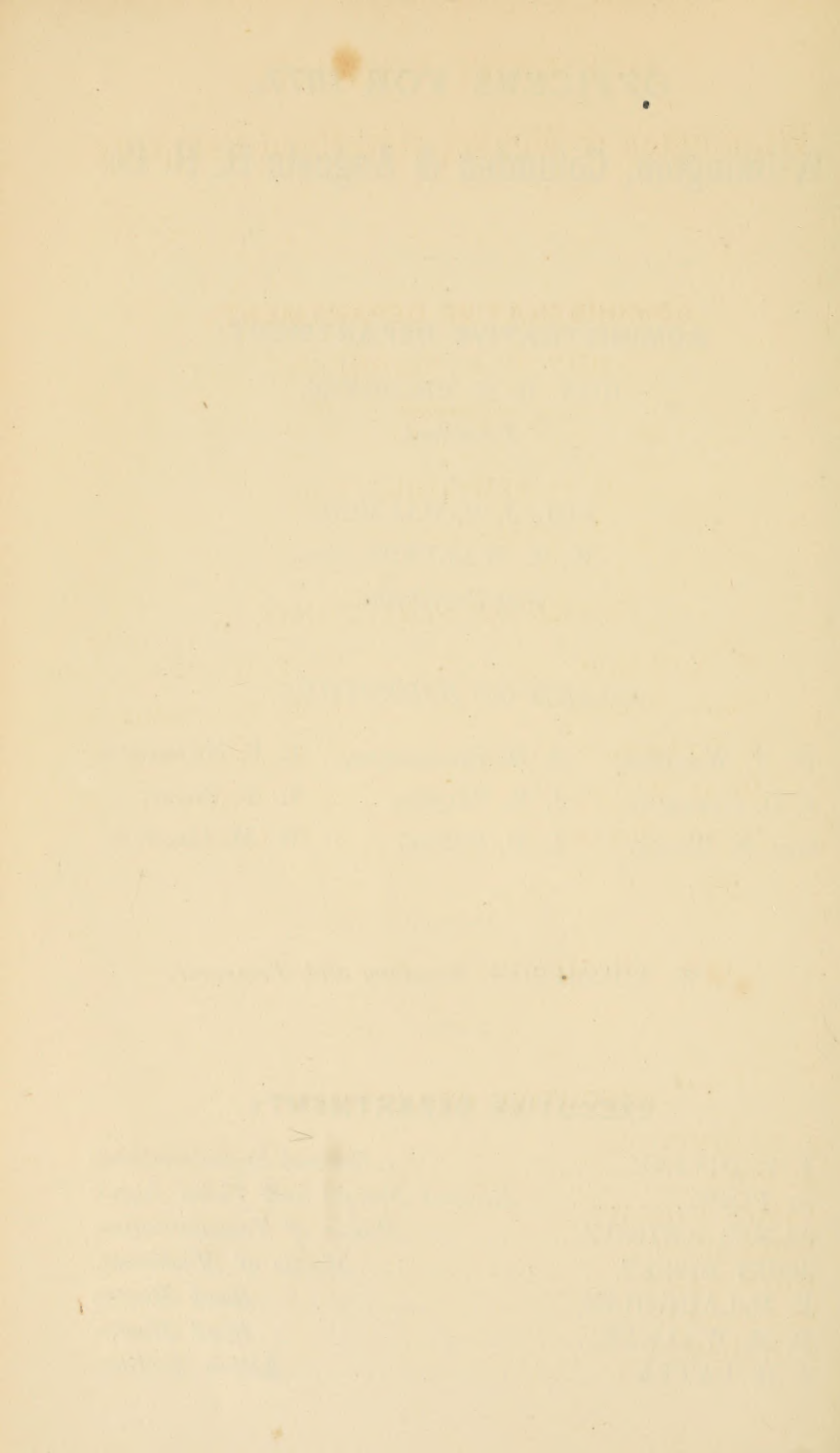
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J. W. THOMPSON, *Secretary and Treasurer.*

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## EXECUTIVE DEPARTMENT:

J. F. DIVINE,	<i>General Superintendent.</i>
A. POPE,	<i>General Freight and Ticket Agent.</i>
JAMES KNIGHT,	<i>Master of Transportation.</i>
JOHN BISSET,	<i>Master of Machinery.</i>
P. McLAUGHLIN,	<i>Road Master.</i>
R. M. WALKER,	<i>Road Master.</i>
J. R. LATTA,	<i>Acting Auditor.</i>





# OFFICERS FOR 1877, Wilmington & Weldon Rail Road Company.

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## ADMINISTRATIVE DEPARTMENT:

HON. R. R. BRIDGERS,  
*President.*

B. F. NEWCOMER, Esq.,  
*Vice-President.*

## BOARD OF DIRECTORS:

W. A. WRIGHT,  
GEORGE HARRISS,  
C. H. BROGDEN,  
W. H. WILLARD,  
GEORGE HOWARD,

W. T. WALTERS,  
B. F. NEWCOMER,  
S. M. SHOEMAKER,  
A. J. DEROSSET,  
J. D. CAMERON.

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J. W. THOMPSON, *Secretary and Treasurer.*

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## EXECUTIVE DEPARTMENT:

J. F. DIVINE,.....*General Superintendent.*  
A. POPE,.....*General Freight and Ticket Agent.*  
JAMES KNIGHT,.....*Master of Transportation.*  
JOHN BISSET,.....*Master of Machinery.*  
JOHN BARRY, .....*Road Master.*  
E. F. CASON, .....*Storekeeper.*  
J. R. LATTA,.....*Acting Auditor.*



# PROCEEDINGS

OF THE

## EIGHTH ANNUAL MEETING OF THE STOCKHOLDERS

OF THE

### Wilmington, Columbia & Augusta R. R. Co.,

*Held in Wilmington, at 9 o'clock A. M., on Tuesday, the 20th  
of November, 1877.*

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WILMINGTON, N. C., Nov. 20, 1877.

Pursuant to published notice, the Stockholders of the Wilmington, Columbia & Augusta Rail Road Company convened at the office of the Company, in this city, at 9 o'clock A. M., this day.

The meeting was called to order by the appointment of Col. J. B. Palmer, of Columbia, as Chairman, and J. W. Thompson as Secretary.

B. F. Newcomer, Esq., and the Secretary were appointed a committee to verify proxies, and ascertain the number of shares of the capital stock of the Company represented.

The committee reported that 2,852 shares were represented, whereupon the meeting was declared to be duly organized.

The President of the Company, Hon. R. R. Bridgers, then submitted the annual report of the President and Directors, with the reports of the Superintendent and Treasurer, all of which were ordered to be printed with the proceedings of this meeting.

The following resolution was offered and adopted:



*Resolved*, That the Directors of this Company be authorized, in such way as to them may seem best, to make sale of the four tracts of land in the County of Pender, at and adjacent to the Station on the line of the Wilmington & Weldon Rail Road, called Burgaw, and of three acres of land near the Depot in 'Tarboro', referred to in the preamble and resolutions of the Stockholders of the Wilmington & Weldon Rail Road Company, adopted at their annual meeting this day, upon such terms, and in such quantities as may by them be deemed most judicious, in accordance with the preamble and resolutions of the Stockholders of said Wilmington & Weldon Rail Road Company on the subject matter of the sale of the lands referred to, adopted at their annual meeting held this day, this Company hereby assenting in all respects to the provisions and requests in said resolutions set forth; and Robert R. Bridgers, the President of this Company, is hereby instructed to join in the request to Messrs. Henry M. Alexander and Ashbel Green, the Trustees under the mortgage of the Wilmington & Weldon Rail Road Company, to make, or to empower some suitable person as their attorney to make the conveyance of the lands referred to in said preamble and resolutions referred to.

The meeting then proceeded to the election of officers for the ensuing year, when Hon. R. R. Bridgers was unanimously elected President, and W. T. Walters and J. B. Palmer were elected Vice-Presidents.

The following were elected Directors, viz: W. T. Walters, J. D. Cameron, Geo. S. Brown, S. M. Shoemaker, J. B. Palmer, L. D. Childs, B. F. Newcomer, H. B. Short and W. H. Graham.

On motion, it was resolved that the next annual meeting be held in Wilmington, on the Tuesday next succeeding the third Monday in November, 1878.

The meeting then adjourned.

J. B. PALMER, *Chairman*.

J. W. THOMPSON, *Secretary*.

# PROCEEDINGS

OF THE

FORTY-SECOND ANNUAL MEETING OF THE STOCKHOLDERS

OF THE

## Wilmington & Weldon Rail Road Company,

*Held in Wilmington, at 9½ o'clock A. M., on Tuesday, the  
20th of November, 1877.*

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WILMINGTON, N. C., Nov. 20, 1877.

The Stockholders of the Wilmington & Weldon Rail Road Company convened at the office of the President at 9½ o'clock A. M., this day.

On motion of Hon. R. R. Bridgers, Col. H. B. Short, of Columbus, was called to the chair, and J. W. Thompson was appointed Secretary.

B. F. Newcomer, W. A. Wright and J. W. Thompson were appointed a committee to examine proxies and ascertain the number of shares of the capital stock of the Company represented.

The committee reported 2,723 shares represented in person and 5,787 shares by proxy.

The President, Hon. R. R. Bridgers, then submitted the annual report of the President and Directors to the Stockholders of the Wilmington, Columbia & Augusta Rail Road Company, lessee, which was read.

On motion of W. A. Wright, it was

*Resolved*, That in accordance with a recommendation contained in the report of the President and Directors above referred to, the chairman appoint a committee of five Stockholders, who reside in

the State of North Carolina, to examine the condition of the Road and its equipments; and to compare the rates, both for freight and passage, at present in force with those of former years, when the management of the affairs of the Company was entirely in the hands of citizens of this State.

The Chairman named W. A. Wright and Donald McRae, of Wilmington, Fred. Philips, of Tarboro, A. Branch, of Wilson, and N. M. Long, of Weldon, as the committee under the foregoing resolution.

On motion of W. A. Wright, the following was then adopted:

WHEREAS, The Wilmington & Weldon Rail Road Company heretofore purchased, and now holds four certain coterminous tracts or parcels of land in that portion of the county of New Henover from which the county of Pender has recently been formed, on one of which tracts the station on the road of said Company called Burgaw is located, the first of said tracts having been conveyed to said Company by Wm. Armstrong and Edwin E. Pearce, the second and third by Samuel C. Cowan, and the fourth by Jeremiah Hand, and said lands were so purchased and have been held by said Company solely for the purpose of obtaining from the pine trees on the same, proper fuel for the use of the engines of said Company, all of which have been cut off and removed, and the lands referred to in their present condition are useless and unnecessary for any purpose connected with the operations of said Company, except that part of same required for a station on the road of said Company. AND, WHEREAS, Said Wilmington & Weldon Rail Road Company, holds a certain parcel of land on or near which its depot at Tarboro, in the county of Edgecombe, is located, and that portion of the same which lies on the West side of the right of way of said Company, opposite to the brick Warehouse of the said Company, containing about three acres, and bounded on the South by land of J. S. Dancy, on the West by land of George Howard and R. A. Watson, and on the North by other land of said Company, is not required, or in any way necessary for the present or future operations or business of said Company, it is therefore,

*Resolved*, That the lands referred to in the premises except such part of the same as may be required for the necessary purpose of the station at Burgaw, and one hundred feet on both sides of the main stem of the Rail Road of the Company passing through the same, should be disposed of on such terms as the Wilmington, Columbia & Augusta Rail Road Company, the lessee of all and singular the property and effects of this Company, may deem best; this Company, hereby consenting to such sale or sales, and agreeing



to unite with said lessee in making the proper conveyances and assurances for the same or for such parts thereof, as may from time to time be sold and disposed of, the proceeds of such sales to be applied as is provided in the sixth Article of the indenture of lease made by this Company to said Wilmington, Columbia & Augusta Rail Road Company.

*Resolved further*, To the end that the sales and conveyances of the lands referred to in the foregoing resolution shall be, in all respects, legal and valid, that in accordance with the requirements of Article Sixth of the Indenture of Mortgage dated May 1st, 1867, made by this Company, to Henry M. Alexander and Ashbel Green, as Trustees, the President of this Company is hereby instructed and directed to make, in behalf of this Company, the proper request in writing, of said Trustees to execute all necessary conveyances and assurances in such form and manner, as may be deemed most convenient fully to carry into effect the sales of said lands, as provided by the foregoing resolution; and that said Wilmington, Columbia & Augusta Rail Road Company, the lessee as aforesaid, be requested to authorize its President to join in the request to said Trustees aforesaid, and in making the sales of said lands.

An election for a President and ten Directors was then had, resulting in the choice of Hon. R. R. Bridgers for President, and the following gentlemen for Directors, viz:

W. A. Wright, George Harriss, C. H. Brogden, W. H. Willard, George Howard, W. T. Walters, B. F. Newcomer, S. M. Shoemaker, A. J. DeRosset, and J. D. Cameron.

On motion, it was resolved that the next annual meeting be held in Wilmington on the Tuesday next after the third Monday in November, 1878.

A vote of thanks was thereupon tendered to the Chairman, and the meeting was adjourned.

H. B. SHORT, *Chairman*.

J. W. THOMPSON, *Secretary*.

## President's Report.

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WILMINGTON, N. C., November 20th, 1877.

*To the Stockholders of the Wilmington, Columbia & Augusta  
Rail Road Company:*

GENTLEMEN:—The President and Directors submit the following report showing the financial condition of the Company and the operations of the Road for the fiscal year ending the 30th of September; they submit the reports of the Superintendent, Treasurer, and Auditor, which will give details in their respective departments.

The receipts on freights have been well maintained, and are about the same as last year, while both through and local travel have diminished, which shows the productions of the country have been kept up, while the people have spent less money in traveling.

There has been an increased production of grain and meat. For the first time since the war, there has been several shipments to markets beyond the line of the Road.

There has been a diminution both in receipts and expenses. On the Wilmington, Columbia & Augusta Road there has been considerable saving in terminal expenses and trestle timber. The saving from trestle will be much larger the coming year. It is necessary to let the timbers remain in the trestle until the embankments settle and become solid, before putting cross-ties on the earth. During this time as much labor is required to keep the track in repair on the trestle as was necessary before the filling was done. Next spring two and a half miles of the

embankment will be in condition to take out the trestle timbers and put the cross-ties on the ground, which will give an annual average saving of 40 cents to the lineal foot.

During the year 206,070 cubic yards of filling has been done, most of it in the Wateree trestle, which is four miles long, and of which about one-half the work is done. Wedgefield grade, on the east side of the river, is the highest grade on the Road. In the busy season of the year a helping engine is required there for the freight trains. The earth has been taken away so that when the filling is done it will require but little expense to reduce this grade, which will dispense with the extra helping engine in the busy freight season. When so reduced it will add about one-third capacity for carrying loaded cars to each freight engine.

There remains 469,371 cubic yards of earth work to complete the filling of the entire road, which, based on estimates of work done, will cost \$37,549.58. Observations of the high water of the several streams show that one and a half miles more of trestle can be filled than was originally estimated. This is included in the sum named.

There remains about six lineal miles of trestle filling to be done. Of this there are two miles in the Wateree swamp, requiring 260,358 cubic yards of filling; in the Pee Dee swamp three-quarters of a mile, requiring 94,223 cubic yards of earth. Of all the other trestles put together, there is a little over three miles of filling, which requires 139,329 cubic yards. While it is a little over half in length, it requires a little over one-third of the cost for filling. Much of the work, other than the Wateree and Pee Dee swamps, can be done as cheaply by hand, in consequence of the loss of time in moving the shovel; also in localities where the haul is short and the earth works freely, but in hard and heavy work the shovel is much cheaper.

If any trestle is to be left without filling, it would be well to leave it in the Pee Dee and Wateree swamps, which would have the effect of saving a trestle-master, by reason of having it consolidated into two localities. The cost of filling a trestle is regulated by its height and the length of haul of the earth.



The cost of maintenance of a single story trestle (we have no double story trestle) is very nearly in proportion to the lineal foot, hence there is much more economy in filling the lower trestle if any of it is to be left unfilled.

During the year there has been 1,703 tons of steel rail put on the track. There now remains 36 miles of old short rail. While it makes a safe track the wear of machinery and cost of labor is much greater than it would be with new rail. This old rail will have to be renewed in the next two years. If the means of the Company would justify, it would be economy to renew the rail without further delay. When the Road was purchased, seven years ago, the rail seemed to be in good condition; had this been the case 850 tons annually of iron rail would have kept the track in good repair; instead of this, 1,947 tons have been used each year—that is, 13,654 tons instead of 5,950 tons have been bought during that time. This extra rail, with fastenings, labor and spikes, has cost not less than \$300,000, without interest, an annual average cost of \$43,333. If, in replacing the rail, steel instead of iron was used, the annual quantity required would be diminished; it has been re-building instead of keeping the Road in repair. A large amount of expenses incurred in the reconstruction of the Road has been charged in working expenses.

The new shops at Florence have been quite a success. In arranging to do the work of the North-Eastern Rail Road, it became necessary to take the supplies they had, which has been paid for, and much of it on hand. There is also some \$8,000 more of wood on hand than there was at the same time last year. The passenger trains have been equipped with Westinghouse's Automatic Brakes, all of which have been charged to operating expenses.

A terminal change has been made at Columbia, at a cost of about \$9,500, which will save about \$3,500 per annum and several minutes of time in transferring with connecting Roads.

It is proposed in future, as far as practicable, to use black cypress ties instead of pine, they cost about one-third more and last four times as long.



On the Wilmington & Weldon Rail Road the net income has a little more than paid interest and dividends.

At Quankey Creek, near the town of Halifax, it became necessary to rebuild the wooden bridge. It was found that a stone culvert would cost but little more than a bridge, which would require a watchman, and the necessary earth for filling would reduce the grade on the north side of the stream, if taken along the track, to the extent of increasing the capacity of each freight engine to carry three or four additional cars. It is in practice the heaviest grade on the north end of the Road. The larger part of the work has been done; it will be completed during the coming year.

The equipment of each Road is in good condition. The ballasting on the Wilmington & Weldon has been nearly completed. For five years past this work has required an extra train with a corps of laborers. At an early future the annual demands for new rail will diminish on this Road.

During the past seven years freight rates have been much reduced. While the reduction has not been the same on each article, the average has not been less than 34 per cent. At no time since the Road has been put in operation have the average freight rates been so low as at the present.

Complaints are made that there is a difference in the charges of through and local business. Whether this be right or wrong it is a custom which prevails wherever Rail Roads have been built, both in America and Europe—in every State in the United States, whether the Roads have been worked by State or individuals. Each Road is a through to some other Road, and in all shipments made there is less cost by reason of the through rates, which is a gain to producer and consumer. On bacon and grain and other western products, the through system has reduced the charges more than one-half. There is no doubt but that through rates have greatly reduced the receipts of the Rail Roads of the country. More than two-thirds of the Southern Roads have been sold out or are in the hands of the Receiver; if the local rates were reduced to the same as through, the remainder would soon come under the auctioneer's

hammer. The Graingers' aim is to get rid of middle men ; the through rate system has been the chief means to effect it, and is the way to bring producer and consumer together in the cheapest manner.

The Rail Roads of the country which have been the great lever of American development, do not pay three per cent. on the cost of construction.

The Wilmington & Weldon Rail Road has worked about one-half the time, since it was built, on construction account, and to-day does not pay three and one-half per cent. on its actual cost. The capital stock and bonded debt represents but little over one-half the cost. But for the wise policy of improving the Road with its earnings, instead of making dividends, the present rate of dividends could not be maintained.

The Stockholders of the Wilmington & Weldon Rail Road, who reside in the State, are invited to examine the condition of the Road and its equipments, and to compare rates, both of freights and passengers, with former years, when the Road was controlled entirely by persons living in the State.

Respectfully submitted,

R. R. BRIDGERS,

*President.*

# Superintendent's Report.

WILMINGTON, COLUMBIA & AUGUSTA RAIL ROAD CO.,

*General Superintendent's Office,*

WILMINGTON, N. C., Nov. 20th, 1877.

HON. R. R. BRIDGERS, *President Wilmington, Columbia & Augusta Rail Road Company:*

SIR:—I respectfully submit my annual report of the operations of this Company for the fiscal year ending September 30th, 1877.

Previous to the 1st of July last the Road was in charge of James Anderson, Esq., as General Superintendent.

## THE RECEIPTS ARE

From Through Passengers.....	\$ 64,217 15	
“ Local “ .....	49,766 11—	\$113,983 26
“ Through Freights.....	165,462 36	
“ Local “ .....	201,936 11—	367,398 47
“ Express “ .....		4,185 93
“ United States Mails.....		22,370 79
“ Government Transportation.....		4,628 73
“ Parlor Cars.....		891 50
“ Minor Sources....		4,767 02
Total Receipts.....		\$518,225 60

## THE EXPENDITURES ARE

By Conducting Transportation.....	\$104,902 12	
“ Motive Power.....	97,004 80	
“ Maintenance of Cars .....	47,247 01	
“ Maintenance of Roadway .....	133,049 31	
“ General Expenses....	48,391 51—	\$420,594 75
Leaving balance in favor of net receipts		\$ 87,630 85
Equal to 83 9-100 per cent. cost of operating.		



In the above expenses are included all items except filling trestles. There has been during the year 206,070 cubic yards filled at a cost of \$18,859.90, a small fraction under 10 cents per cubic yard. This work has been done at the Wateree Trestle, which is not quite half filled.

I understand in the first estimate made it was proposed to leave about 2,000 yards of open water way. The Engineer employed to look after this work estimated that 3,000 feet, besides the River channel, would be sufficient, which if adopted will increase the work about 70,000 cubic yards. It is estimated that at other points along the line, a mile more in length (than at first contemplated) can be filled.

It is very important in the future economy in operating this Road to fill as many of the trestles as possible, which cost on an average about 40 cents per cubic yard per annum, to keep in repairs. It has been deemed advisable to let the timber remain in the trestles, so as to allow the embankment to settle and become firm for the cross ties. The entire trestles require 3,236,700 feet of timber besides cross ties, which at \$10.00 per thousand feet, would be worth \$32,367.00. This timber is constantly decaying and requiring renewal. When these trestles are filled this expense stops. There remains by actual measurement 469,471 cubic yards of trestle that can be filled. Estimating the cost on an average of what has been done, not allowing anything for Steam Shovel and cars on hand, it will cost \$37,549.68.

The work will require about two years to complete it. Much time is lost in moving the shovel, and I would recommend that the small trestles be filled by hand, and in order to hasten the completion of this work, think it would be better to put on another train with laborers, which will cost about \$600.00 per month.

There has been put in the track during the year 1,703 tons of steel rail, on which there is a balance of \$43,615.27 not yet charged up. In connection with this rail we have used 40 new steel rail frogs, and 23 steel switches.

Our Cross Tie account shows that we have purchased 75,198



ties and used 957,780 feet of timber in repairs of bridges and trestles.

The use of the black cypress tie, the first cost about one fourth more but in the end a third cheaper than pine, is recommended.

There remains in the road 36 miles of old short rail which should be taken out as soon as the receipts will admit. While the track is perfectly safe, it requires more than the interest on the cost of the rail to keep it and the machinery up to its proper standard.

The relaying of the 36 miles with new rail will take all the old rail from the track; when this is done not one-half the quantity will be annually required that has been for several years past, more especially if steel instead of iron be used, and which is decidedly the most economical of the two.

Considerable expense has been incurred in rebuilding the draw and making other necessary repairs to the Pee Dee River bridge, which has added to the cost of bridge and trestle account.

The new junction of this Company with the Charlotte, Columbia & Augusta Rail Road, at Columbia, has been nearly completed, at a cost of \$2,625.98, up to September 30th, and will be a large saving to both roads in the future.

My predecessor estimated that besides the saving to the Charlotte, Columbia & Augusta Rail Road, it would reduce the expense of this Company at least \$3,500.00 per annum.

### MOTIVE POWER.

Our Locomotives are in good condition and sufficient for the business of the road. The shops at Florence have been completed, are in good order, and the expectations in building them have been realized.

In the consolidation of the North-Eastern Rail Road Shops with those of this Company, it became necessary for us to take from them all the material they had on hand belonging to this Department. This material has been paid for by work done for that Company.

Below please find performance of Locomotive Engines, as furnished by Master Machinist:

No. miles run by	Passenger Engines	243,478
" " " " Freight	"	219,190
" " " " Gravel	"	24,331
" " " " Construction	"	1,705
" " " " Switching	"	43,521

Total Mileage	532,225
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Cost per mile for Repairs, in cents	3.78
" " " " Fuel, "	3.75
" " " " Stores, "	.51
" " " " E., F. and Wipers, in cents	4.91

Total cost per mile run, in cents	12.95
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### CAR DEPARTMENT.

The cars, both passenger and freight, are in good order.

Several of the passenger cars have been thoroughly overhauled. Three second class cars have been changed to baggage and second class cars, thereby allowing us to reduce the number of cars to the train.

Three of the Pullman Sleeping Cars have been repaired at considerable expense.

Our passenger cars and engines have been furnished with the Westinghouse Air Brakes. We find it a great convenience in controlling the movement of trains, a saving in the number of brakemen to the train, and invaluable assistance in case of accident.

Below please find statement of Passenger and Freight Equipment:

- 1 Parlor Car.
- 6 First Class Passenger Cars.
- 1 First and Second Class Passenger Car—combined.
- 2 Second Class Passenger Cars—bad order.
- 3 Second Class and Baggage Cars—combined.
- 4 Baggage Cars.
- 3 Mail and Express Cars.
- 201 Box Cars.
- 93 Platform Cars.
- 5 Shanty Cars.
- 2 Box Cars, in Green Line service.
- 1 Wrecking Car.

The trains have been run with great regularity and freedom from accidents.

All the employees have shown a cheerful obedience to all orders, and the interest manifested by them in the Company's business is deserving of the highest praise.

Respectfully submitted,

JOHN F. DIVINE,  
*General Sup't.*

# Superintendent's Report.

WILMINGTON AND WELDON RAIL ROAD COMPANY,

*General Superintendent's Office.*

WILMINGTON, N. C., Nov. 20th, 1877.

HON. R. R. BRIDGERS, *President Wilmington & Weldon R. R.*

SIR—I have the honor to submit my sixth annual statement of the operations of this Company for the fiscal year ending September 30th, 1877:

## RECEIPTS AND EXPENDITURES.

### RECEIPTS.

From through passengers.....	\$ 87,779 44	
“ local passengers.....	73,081 63	—\$160,861 07
“ through freight.....	175,912 11	
“ local freight.....	165,531 28	—\$341,443 39
“ express.....		6,800 20
“ U. S. mails.....		26,550 43
“ Government transportation.....		4,346 09
“ Parlor cars.....		4,546 34
“ miscellaneous sources.....		3,914 57
Total Receipts.....		\$548,462 11

### EXPENDITURES.

By conducting transportation.....	\$ 86,610 64
“ motive power.....	79,796 91
“ maintenance of cars.....	43,541 16
“ maintenance of roadway.....	162,576 43
“ general expenses.....	19,029 44
	\$391,554 58



From which deduct the following extraordinary expenses :

Cost of Westinghouse Air Brakes and putting on same.....	\$7,900 18	
“ building brick warehouse, cotton platform and two cul- verts at Wilson.....	\$5,684 45	
Less unpaid bill.....	454 31—	5,230 14
Cost of 26,892 cypress ties @ 33 $\frac{1}{2}$ .....	\$8,964 00	
Less cost of same number pine ties @ 25 cents.....	6,723 00	2,241 00
Amount paid on account of con- struction of stone culvert over Quankey Creek.....	8,874 43	
Increase in amount charged up for new rails.....	25,213 25	
Amount paid Charlotte Columbia & Augusta R. R. Co., for under- charge on Charlotte business from June 1, '73 to June 30, '77..	1,987 88—	51,446 88—
Actual expenditures.....		\$340,107 70
Net Receipts.....		\$208,354 41
Equal to 62 1-10 per cent. cost of operating.		

## ROADWAY DEPARTMENT.

The cost of maintaining this department shows an increase of \$29,109 02 over the previous year.

There appears charged to this account the following amounts, which cannot be classed as operating expenses, viz :

Cost of building brick warehouse and cotton platform and two culverts at Wilson..	\$ 5,230 14	
“ 26,892 cypress ties in excess of same number of pine ties.....	2,241 00	
Amount paid on account construction stone culvert at Quankey Creek.....	8,874 43	
Increase in amount charged up for new rails..	25,213 25—	
Making a total of.....		\$41,558 82

Taking this into consideration, the working of the Roadway shows a decrease of \$12,449.08 and is in as good, if not better condition than in any previous year.

Last April we began the erection of a stone culvert over Quankey Creek, near Halifax, to supply the place of a wooden bridge, which we would have been compelled to have renewed during the coming year.

It was also deemed advisable to change the line of road a

short distance West (and better position for the culvert) of the bridge, thereby securing an easier grade and more direct line. This work is being pushed forward as rapidly as possible (having been upon several occasions delayed on account of high water) and when completed will enable our freight trains to carry from 5 to 7 more cars than they can at present pull over this grade.

During the past year we have purchased and put in the track 200<sup>1419</sup><sub>2240</sub> tons of iron and 1,509 tons of steel rail, standard pattern, 56 lbs. per yard. The best and most improved fish-plates, bolts &c., were used in connection with this rail. There is now in the track about 29 miles of old iron rails, which is much worn and cannot be relied on for any length of time.

To supply this want I most respectfully recommend the purchase of 1,500 tons of steel rail, 56 lbs. per yard.

Included in the 65,968 cross ties purchased there are 26,892 cypress ties at an additional cost of \$2,241.00. Taking into consideration the wear and size, (average width 15 inches) they are supposed to be one third cheaper than the pine tie.

For repairs of bridges and trestles we have purchased 219,989 feet of timber. It is my intention to reduce the purchase of trestle timber by gradually filling in the small trestles on the line of road.

The new brick warehouse at Wilson has been completed at a cost of \$3,684.45 and is sufficient to supply the wants of that place for years to come. In connection with this warehouse, we have built of stone, (filled in with gravel) a cotton platform at a cost of (including 2 culverts) \$2,000.00.

This platform, as well as the warehouse, is built in the most substantial manner, and will, in a few years, more than repay us in the one item, "repairs of station buildings" if same had been built of wood.

Our water front in Wilmington is being gradually extended, thereby enhancing the value of the Company's property, and increasing our facilities for handling freight direct to or from vessels. We have at the present time a wharf frontage of 386 feet.

## MACHINERY DEPARTMENT.

All repairs and renewals in this department have been fully maintained and at a cost of \$7,726.89 less than last year.

Included in the account of "Locomotive Engines and Car, Reprirs of," is a charge \$7,900.18 for cost of and putting on the Westinghouse Automatic Air Brakes—with which our locomotives and passenger trains are provided with.

By the introduction of the Air Brakes we have reduced the number of brakemen to the trains one half, rendered the killing of stock less frequent, and greater dispatch in arriving and departing from stations.

We have purchased during the year for the use of locomotive engines 12,913 cords of wood, at an average price of \$1.65 per cord.

I would respectfully call your attention to the wants of this department, so far as our engine house is concerned. At present, as for past years, we have had no protection for our locomotives from the weather, and have experienced great inconvenience and delay in making all repairs and cleaning off same—especially in wet weather.

I trust that you may see fit to take some definite action in regard to the erection of this much needed building.

Below please find statement of performance of locomotive engines, as furnished by Master Machinist, and Passenger and Freight Equipment, as per Master Car Builder's Report :

### PERFORMANCE OF LOCOMOTIVES.

Miles run by Passenger engines.....	225,764
“ “ Freight “ .....	205,436
“ “ Shifting “ .....	33,173
“ “ Constructing “ .....	19,140
“ “ Gravel “ .....	11,492

Total miles run.....495,005

Cost per mile for repairs in cents.....	2.15
“ “ Fuel “ .....	3.56
“ “ Stoves “ .....	0.57
“ “ E. F. & Wipers in cents.....	4.45
“ “ all other expenses.....	1.42

Total cost per mile run in cents.....12.15



## PASSENGER EQUIPMENT.

First-class passenger coaches.....	11
Second-class passenger coaches.....	8
Mail, baggage and express cars.....	3
Mail and baggage cars.....	2
Express cars.....	4
Paymaster's cars.....	1
Postal cars.....	1
Parlor cars.....	3
Total.....	33

## FREIGHT EQUIPMENT.

Box cars.....	221
Platform cars.....	129
Gravel cars.....	20
Total.....	370

By reference to the above statement you will see that our freight equipment is the same as last year, and that we have added one new express car to the passenger equipment.

## TRANSPORTATION DEPARTMENT.

It is with regret that I have to state that the receipts of this department fall below those of last year. In making the comparison the following results is obtained:

Decrease from Through Passengers.....	\$23,216 19	
“ “ Local “.....	17,660 83	
“ “ Local Freight.....	19,248 22	
“ “ Express Freight.....	573 97	
“ “ U. S. Mails.....	2,335 57	
“ “ Minor Sources.....	3,120 34	—\$66,155 12
Increase from Through Freight.....	1,526 21	
“ “ Government Transportation....	3,845 88	
Receipts from Parlor cars.....	4,546 34	9,918 43
Decrease in receipts.....		\$56,236 69

This decrease in our passenger business is, in my opinion, the result of the Centennial of last year.

Owing to the backwardness of the cotton crop the quantity moved during the month of September was comparatively light.

The lumber business also shows a very decided decrease.

Our express receipts continue light, notwithstanding the fact we have given that company increased facilities in way of cars.



Both passenger and freight trains have, during the year, run with their usual regularity.

In conclusion, it affords me pleasure to be able to report, that the heads of the various departments, as well as the employees in general, have conducted themselves in a most commendable manner.

Respectfully,

JOHN F. DIVINE,  
*General Sup't.*

*Statement of the Financial Condition of the Wilmington, Co.*

Construction and property account.....	\$4,388,491 97	
Equipment account.....	532,435 58	
Six engines in service of W. & W. R. R..	70,500 00	
Land account.....	1,113 00—	\$4,992,540 55
Stock in Cheraw & Salisbury R. R .....	15,847 61	
“ “ Wilmington Railway Bridge Co	10,000 00	
“ “ Pioneer S. Boat Co (p'd on acc't)	4,026 03	
“ “ Chester & Lenoir Narrow Gauge Rail Road.....	347 10—	30,220 74
ASSETS.		
Bills Receivable.....	2,543 55	
Due from Post Office Department.....	5,734 73	
“ “ Southern Express Co.....	237 96	
“ “ Agents in service....\$10,972 96		
Less amount due Agents... 526 96	10,446 00	
Due from Agents out of service.....	8,951 83	
“ “ Rail Roads, Steamboats, and other Companies.....	56,665 14	
“ “ Individuals. ....	8,689 20	
“ “ Wilmington Rail'y Bridge Co.	40,135 40	
“ “ Steamer Isis.....	13,496 58	
“ “ United States.....	1,142 74	
New Steel Rails .....	43,615 27	
Cash.....	12,576 93—	204,235 33
Profit and Loss.....		329,947 92
		\$5,556 944 54

*Statement showing the Business of the W., C. & A. R.*

Assets at commencement of year. ....		\$301,935 45
RECEIPTS.		
From Freights.....	\$367,398 47	
“ Passengers.....	113,983 26	
“ Southern Express Company.....	4,185 93	
“ United States Mails.....	22,370 79	
“ United States.....	4,628 63	
“ Parlor Car....	891 50	
“ Minor sources.....	4,767 02—	518,225 60
Interest received .....		106 75
Increased Funded Debt.....	112,000 00	
“ Floating Debt, .....	9,686 39	121,686 39

*Columbia & Augusta Rail Road Company, September 30, 1877.*

Capital Stock.....		\$	300,000	00
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## FUNDED DEBT.

First Mortgage Bonds, due June 1st, 1910.	\$3,200,000	00		
Certificates of indebtedness, due September 1st, 1886.....	336,000	00		
Coupons due June 1st, 1877.....	112,000	00	—	3,648,000 00
Income Bonds.....				600,000 00

## FLOATING DEBT.

Bills Payable due to Southern Railway Security Company.....	826,000	00		
Bills Payable due individuals.....	5,822	02		
Due Wilmington Railway Bridge Company (receipts).....	38,194	08		
Due on Pay Rolls .....	16,857	93		
Due other Companies and individuals...	122,070	51	—	1,008,944 54

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\$5,556,944 54

JOHN R. LATTA, *Acting Auditor.*

*R. Co., for the Fiscal Year ending Sept. 30th, 1877.**Paid Operating Expenses:*

Conducting Transportation.....	\$104,902	12		
Motive Power .....	97,004	80		
Maintenance of Cars.....	47,247	01		
Maintenance of Roadway.....	133,049	31		
General Expenses .....	48,391	51	—	\$430,594 75

*Paid on Construction and Property Account:*

Real Estate, moving Shops to Florence and change of Depots .....	29,371	74		
Filling Trestle with Steam Excavator.....	18,859	90		
Building Connection at Columbia with the C., C. & A. R. R.....	2,625	98	—	50,857 62

Acc'ts settled and charged to Profit and Loss				533 95
Interest Coupons due Dec. 1, Funded by Certificates of Indebtedness.....	112,000	00		
Interest Coupons due June 1, carried to Funded Debt .....	112,000	00		
Interest on Certificates of Indebtedness, due March and September.....	23,520	00		
Current Interest.....	8,212	54	—	255,732 54

Assets at close of the year .....				204,235 33
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\$941,954 19

J. W. THOMPSON, *Treasurer.*



*Statement of the Financial Condition of the Wilmington*

ASSETS.			
Railroad and appurtenances, including cost of Construction, &c ..	\$3,263,318 90		
New Equipment.....	75,890 23—	\$3,339,209 13	
Stock in Wilmington Railway Bridge Co.	10,000 00		
“ “ Wilmington & Weldon R. R. Co.	3,900 00—	13,900 00	
Bills Receivable .....	960 74		
Am't due from Post Office Department...	6,753 57		
“ “ “ Southern Express Co.....	236 34		
“ “ “ other Companies .....	31,922 76		
“ “ “ individuals.....	3,993 58		
“ “ “ Ag'ts in service..\$ 5,891 94			
“ “ “ “ out of “ .. 19,042 13	24,934 07		
“ “ “ Wil. Railway Bridge Co..	26,704 76		
“ “ “ United States.....	1,252 08		
“ of Suspense Account.....	2,266 24		
New Steel Rails....	33,491 17		
Cash .....	5,369 31—	137,884 62	
		<u>\$3,490,993 75</u>	

*Statement Showing the Business of the Wilmington & Wel-*

Assets at commencement of year.....	\$ 91,451 75
RECEIPTS.	
From Freights.....	\$341,443 39
“ Passengers.....	160,861 07
“ United States Mails.....	26,550 43
“ Southern Express Company.....	6,800 20
“ United States.....	4,346 09
“ Parlor Car.....	4,546 34
“ Minor Sources.....	3,914 59— 548,462 11
Received from Interest.....	866 38
Increased Debts.....	114,648 97
	<u>\$755,429 21</u>

*and Weldon Rail Road Company, September 30th, 1877.*

## LIABILITIES.

Capital Stock, 14,562 Shares, par value \$100 each .....	\$1,456,200 00
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## FUNDED DEBT.

6 $\frac{7}{8}$ cent. Sterling Bonds, payable in London in 1881, £129,740 @ \$5 per pound....	\$648,700 00
7 $\frac{7}{8}$ cent. Sterling Bonds, payable in London in 1886, £44,280 @ \$5 per pound.....	221,400 00
7 $\frac{7}{8}$ cent. Gold Interest Bonds, payable in New York in 1896.....	749,000 00—
	1,619,100 00

## FLOATING DEBT.

Bills Payable—Due individuals .....	6,522 00
Due individuals and other Companies.. .	119,244 96
“ on Pay Rolls.....	12,914 85
<del>Undivided Dividends.....</del>	<del>7,284 50—</del>
	145,966 31
Profit and Loss.....	269,727 44

*due on*

\$3,490,993 75

JOHN R. LATTA, *Acting Auditor.**don R. R. Co., for the Fiscal Year ending Sept. 30th, 1877.*

## OPERATING EXPENSES.

Conducting Transportation.....	\$ 86,610 64
Motive Power. . . . .	79,796 91
Maintenance of Cars.....	43,541 16
Maintenance of Roadway.....	162,576 43
General Expenses.....	19,029 44—
	391,554 58

Interest Coupons.....	112,293 15
Current Interest.....	1,037 15
Seven per cent. dividends for rental.....	101,661 00—
	214,991 30

Paid on Construction and Property account for Real Estate and Improvements.....	10,998 71
Assets at close of the year.....	137,884 62

\$755,429 21

J. W. THOMPSON, *Treasurer.*

*Statement of Gross Receipts and Operating Expenses of the Wilmington, Columbia & Augusta Rail Road  
Company from the 1st of October, 1876, to the 30th of September, 1877.*

Months.	PASSENGERS.			FREIGHT.			Express Freight.	United States Mail.	Government Transportation.	Parlor Car	Total Earnings.	Minor Sources	Grand Total.	Expenses.
	Through.	Local.	Total.	Through.	Local.	Total.								
1876														
October..	5,228 41	4,371 67	9,600 08	40,392 61	24,492 70	64,885 31	537 55	1,890 86	3,353 24	.....	80,247 04	136 00	80,383 04	27,100 69
November	3,912 63	4,782 19	8,694 82	26,737 82	21,245 33	47,983 15	567 89	1,364 15	.....	.....	58,610 01	876 05	59,486 06	30,712 90
December 1877	4,947 15	6,914 28	11,861 43	17,239 22	16,486 90	33,726 12	660 97	1,911 60	.....	94 00	48,254 12	24 00	48,278 12	30,138 22
January..	6,813 29	6,098 79	12,912 08	7,092 10	13,858 33	20,950 43	377 48	1,911 57	24 00	103 00	36,278 56	19 25	36,297 81	35,596 85
February.	7,129 58	4,005 07	11,134 65	15,386 59	13,388 03	28,774 62	264 61	1,911 57	112 56	200 50	42,398 51	35 13	42,433 64	39,016 68
March ...	6,227 78	4,369 78	10,597 56	13,435 50	15,819 24	29,254 74	303 39	1,911 58	36 47	261 00	42,369 74	10 21	42,379 95	40,751 01
April.....	8,115 39	3,211 22	11,326 61	6,599 48	11,738 33	18,337 81	301 38	1,911 57	19 44	173 00	32,069 81	957 36	33,027 17	31,030 98
May .....	5,349 26	2,985 24	8,334 50	6,023 53	14,585 77	20,609 30	306 37	1,911 57	13 65	60 00	31,235 39	40 02	31,275 41	31,617 92
June.....	4,156 34	2,716 16	6,872 50	5,514 03	15,779 33	21,293 36	237 73	1,911 59	18 36	.....	30,333 54	17 48	30,351 02	37,086 52
July.....	3,558 18	2,728 07	6,286 25	5,302 99	16,006 03	21,309 02	237 27	1,911 57	986 04	.....	30,730 15	1,082 24	31,812 39	36,818 23
August...	4,352 68	3,878 31	8,230 99	9,847 96	16,916 54	26,764 50	148 33	1,911 57	.....	.....	37,055 39	159 67	37,215 06	34,643 07
Sept.....	4,426 46	3,705 33	8,131 79	11,890 53	21,619 58	33,510 11	237 96	1,911 59	84 87	.....	43,876 32	1,409 61	45,285 93	56,101 68
Total...	64,217 15	49,766 11	113,983 26	165,462 36	201,936 11	367,398 47	4 185 93	22,370 79	4,628 63	891 50	513,458 58	4,767 02	518,225 60	430,594 75

JOHN R. LATTA, Acting Auditor.



*Statement of the Gross Receipts and Operating Expenses of the Wilmington & Weldon Rail Road Company  
from the 1st of October, 1876, to the 30th of September, 1877.*

Months	PASSENGERS.			FREIGHT.			Express Freight.	United States Mails.	Government Turn- portation.	Parlor Car	Total Earnings.	Minor Sources.	Grand Total.	Expenses.
	Through.	Local.	Total.	Through.	Local.	Total.								
1876														
October ..	7,305 76	8,659 57	15,965 33	42,208 27	23,879 19	66,087 46	788 25	2,166 45	1,597 92	.....	86,605 41	12 50	86,617 91	40,126 12
November	5,049 92	6,046 55	11,096 47	22,404 46	23,728 84	46,132 80	774 47	1,889 36	.....	.....	59,893 10	66 29	59,959 39	38,463 44
December	6,792 12	7,543 20	14,335 32	17,063 22	21,991 10	39,054 32	829 16	2,176 98	.....	462 25	56,858 03	1,524 65	58,382 68	31,654 44
1877														
January...	8,559 93	7,709 09	16,269 02	7,234 03	17,066 43	24,300 46	548 75	2,176 98	19 92	612 75	43,927 88	138 99	44,066 87	33,585 04
February .	8,694 64	6,103 96	14,798 60	14,458 12	16,084 09	30,542 21	453 92	2,176 98	1,440 00	768 30	50,180 01	71	50,180 72	36,046 37
March....	9,174 09	5,912 95	15,087 04	14,672 42	15,322 06	29,994 48	571 57	2,176 98	20 81	971 25	48,822 13	202 86	49,024 99	26,893 84
April .....	11,886 04	5,248 40	16,634 44	10,657 12	10,366 71	21,023 83	430 54	2,176 98	.....	1,016 90	41,282 69	32 50	41,315 19	32,730 91
May.....	7,644 83	5,003 99	12,648 82	9,329 88	6,417 64	15,747 52	921 05	2,176 98	16 80	641 64	32,152 81	210 45	32,363 26	30,704 59
June .....	5,509 86	4,792 97	10,302 83	8,401 73	6,348 17	14,749 90	364 89	2,276 98	16 56	73 25	27,082 41	115 15	27,799 56	37,199 58
July .....	5,557 37	4,577 49	10,134 86	6,121 44	6,722 22	12,843 66	562 94	2,253 38	1,227 84	.....	27,522 68	1,065 91	28,588 59	26,762 80
August...	5,714 04	5,798 70	11,512 74	8,852 17	7,211 57	16,063 74	235 10	2,251 19	.....	.....	39,062 77	511 58	39,574 35	25,663 87
Sept .....	6,330 84	5,684 76	12,075 60	14,509 25	10,393 76	24,903 01	319 56	2,251 19	6 24	.....	39,555 60	33 00	39,588 60	31,723 58
Total....	87,779 44	73,081 63	160,861 07	175,912 11	165,531 28	341,443 39	6,800 20	26,550 43	4,346 09	4,546 34	544,547 52	3,914 59	548,462 11	391,554 58

JOHN R. LATTA, Acting Auditor.







*Statement showing the Earnings of the Wilmington & Weldon  
for Mails, &c., from Southern Express Company, Col-  
Through Ticket Sales by Foreign Roads, for*

MONTH.	WILMINGTON.					
	FREIGHT.			PASSEN-		
	Through.	Local.	Total.	Through.	Local.	
1876.						
October	\$ 2,388 45	4,277 77	6,666 22	1,074 85	710 40	
Nov'ber	1,787 80	6,309 63	8,097 43	331 25	1,101 80	
Dec ...	1,394 11	6,832 72	8,226 83	287 77	1,440 56	
1877.						
January	.....	3,928 03	3,928 03	299 10	1,188 05	
Feb...	2,254 59	1,888 36	4,142 95	523 61	1,124 31	
March..	1,925 88	2,260 37	4,186 25	476 28	1,348 70	
April ..	2,469 94	1,034 84	3,504 78	548 64	1,081 15	
May...	2,467 29	1,421 09	3,888 38	602 17	1,022 40	
June ..	2,049 67	1,647 24	3,696 91	606 35	1,147 38	
July ..	1,656 91	1,589 45	3,246 36	819 66	948 60	
August	1,539 48	2,132 57	3,672 05	844 64	1,062 05	
Sept ...	2,009 43	1,757 54	3,766 97	779 48	868 70	
	21,943 55	35,079 61	57,023 16	7,193 80	13,044 10	

MONTH	ROCKY POINT.			BURGAU.		
	Freight.	Passen- ger.	Total.	Freight.	Passen- ger.	Total.
1876.						
Oct ...	35 98	80 80	116 78	8 27	38 10	46 37
Nov ..	55 05	79 90	134 95	24 52	40 90	65 42
Dec ..	51 14	160 55	211 69	17 56	80 40	97 96
1877.						
Jan ..	67 98	140 05	208 03	13 24	50 70	63 94
Feb...	36 03	121 15	157 18	23 98	74 80	98 78
March	30 85	168 30	199 15	11 53	42 75	54 28
April..	37 35	103 95	141 30	14 65	38 95	53 60
May ..	27 11	109 95	137 06	14 27	36 25	50 52
June ..	22 51	135 35	157 86	14 64	55 09	69 73
July ..	30 58	122 25	152 83	15 44	72 20	87 64
Aug ..	34 30	193 15	227 45	20 17	56 85	77 02
Sept ..	23 89	128 05	151 94	24 31	84 35	108 66
	452 77	1,543 45	1,996 22	202 58	671 34	873 92

*Rail Road at each Agency; also receipts from United States  
lections by Conductors, and for Special Trains and  
the Fiscal Year ending September 30th, 1877.*

GER.		CASTLE HAYNE.		
Total.	Total.	Freight.	Passenger.	Total.
1,785 25	8,451 47	3 77	16 50	20 27
1,433 05	9,530 48	3 60	15 75	19 35
1,728 33	9,955 16	7 20	31 05	38 25
1,487 15	5,415 18	5 10	11 70	16 80
1,647 92	5,790 87	3 57	4 95	8 52
1,824 98	6,011 23	18 80	14 09	32 89
1,629 79	5,134 57	8 71	8 51	17 22
1,624 57	5,512 95	20 28	19 45	39 73
1,753 73	5,450 64	7 95	31 78	39 73
1,768 26	5,014 62	6 63	26 73	33 36
1,906 69	5,578 74	5 27	31 82	37 09
1,648 18	5,415 15	4 83	14 94	19 77
20,237 90	77,261 06	95 71	227 27	322 98

SOUTH WASHINGTON.			LEESBURG.		
Freight.	Passenger	Total.	Freight.	Passenger	Total.
15 61	26 40	42 01	41 67	40 50	82 17
24 02	22 50	46 52	39 06	30 09	69 15
15 75	75 35	91 10	58 23	23 50	81 73
21 45	33 25	54 70	36 50	40 35	76 85
9 31	36 65	45 96	65 04	41 60	106 64
20 70	60 65	81 35	43 93	40 42	84 35
20 83	28 35	49 18	67 45	28 74	96 19
23 87	37 35	61 22	50 75	42 45	93 20
24 73	36 65	61 38	79 69	48 24	127 93
27 52	76 30	103 82	76 28	28 83	105 11
22 74	61 17	83 91	59 66	35 84	95 50
23 28	24 37	47 65	71 51	54 43	125 94
249 81	518 99	768 80	689 77	454 99	1,144 76

*Statement showing the Earnings of the Wilmington & Weldon  
for Mails, &c., from Southern Express Company, Col-  
Through Ticket Sales by Foreign Roads, for*

MONTH.	DUPLIN ROADS.			TEACHEY'S.		
	Freight.	Passen- ger.	Total.	Freight.	Passen- ger.	Total.
1876.						
October	195 73	41 85	237 58	23 74	44 00	67 74
Nov ...	97 23	35 95	133 18	17 97	11 00	28 97
Dec ...	111 49	53 55	165 04	26 33	23 25	49 58
1877.						
Jan....	58 76	63 85	122 61	30 02	17 25	47 27
Feb... .	115 04	54 60	169 64	24 50	21 35	45 85
March..	142 95	28 35	171 30	31 30	28 40	59 70
April..	159 95	83 05	243 00	27 56	17 00	44 56
May ...	79 31	34 00	113 31	23 00	9 60	32 60
June...	101 48	45 00	146 48	31 49	11 95	43 44
July...	113 95	43 30	157 25	19 94	11 30	31 24
Aug ...	139 19	59 10	198 29	26 57	19 50	46 07
Sept...	208 42	46 65	255 07	29 80	13 20	43 09
	1,523 50	589 25	2,112 75	312 22	227 80	540 02

MONTH.	WARSAW.			BOWDEN'S.		
	Freight.	Passen- ger.	Total.	Freight.	Passen- ger.	Total.
1876.						
October	432 40	159 25	591 65	8 75	11 72	20 47
Nov ...	286 12	101 70	387 82	20 07	11 95	32 02
Dec ...	235 63	114 50	350 13	11 63	4 90	16 53
1877.						
Jan....	216 14	110 90	327 04	2 33	5 35	7 68
Feb... .	317 20	96 80	414 00	11 88	4 80	16 68
March..	524 45	117 20	641 65	6 58	4 75	11 33
April..	545 60	47 30	592 90	12 73	3 80	16 53
May ...	186 72	89 10	275 82	1 69	2 20	3 89
June ..	157 49	75 50	232 99	2 62	2 50	5 12
July....	170 13	48 35	218 48	3 18	6 35	9 53
Aug ...	229 70	88 45	318 15	.....	3 00	3 00
Sept...	340 70	67 20	407 90	6 22	3 40	9 72
	3,642 28	1,116 25	4,758 53	87 78	64 72	152 50



*Rail Road at each Agency; also receipts from United States  
lections by Conductors, and for Special Trains and  
the Fiscal Year ending September 30th, 1877.*

ROSE HILL.			MAGNOLIA.		
Freight.	Passenger	Total.	Freight.	Passenger	Total.
.....	6 65	6 65	323 96	163 55	487 51
2 72	14 40	17 12	299 70	101 11	400 81
4 43	12 05	16 48	265 60	77 24	342 84
2 56	9 75	12 31	249 03	194 40	443 43
2 05	37 20	39 25	349 96	117 55	467 51
3 19	12 80	15 99	462 22	290 90	753 12
4 68	13 65	18 33	489 78	261 60	751 38
10 45	5 30	15 75	128 95	206 88	335 83
.....	9 90	9 90	159 84	181 17	341 01
81	25 85	26 66	97 20	182 67	279 87
2 55	13 20	15 75	250 28	180 17	430 45
11 52	20 70	32 22	364 43	203 69	568 12
44 96	181 45	226 41	3,440 95	2,160 93	5,601 88

FAISON'S.			MOUNT OLIVE.		
Freight.	Passenger	Total.	Freight.	Passenger	Total.
128 32	113 40	241 72	166 29	115 75	282 04
145 13	48 75	193 88	162 05	52 90	214 95
124 92	71 21	196 13	157 70	91 03	248 73
113 95	76 50	190 45	134 95	101 91	236 86
118 84	53 30	172 14	198 68	83 10	281 78
446 97	38 05	485 02	409 10	80 20	489 30
263 84	54 10	317 94	315 22	99 55	414 77
125 30	44 80	170 10	111 66	75 85	187 51
93 03	46 60	139 63	89 98	73 75	163 73
97 59	52 06	149 65	73 22	70 50	143 72
181 92	67 20	249 12	132 61	111 15	243 76
327 27	48 36	375 63	314 68	153 67	468 35
2,167 08	714 33	2,881 41	2,266 14	1,109 36	3,375 50

*Statement showing the Earnings of the Wilmington & Weldon  
for Mails, &c., from Southern Express Company, Col-  
Through Ticket Sales by Foreign Roads, for*

MONTH.	DUDLEY.			FREIGHT.	
	Freight.	Passen- ger.	Total.	Through.	Local.
1876.					
October .	33 22	18 95	52 17	731 92	578 05
Nov . . . .	59 45	21 35	80 80	582 77	502 36
Dec . . . .	15 16	29 10	44 26	579 04	388 53
1877.					
January .	40 44	73 10	113 54	528 19	602 70
February	44 98	44 10	89 08	1,312 27	318 07
March . . .	43 15	19 50	62 65	1,678 92	407 42
April . . .	70 03	14 20	84 23	930 16	290 89
May . . . .	32 83	10 00	42 83	418 12	233 12
June . . . .	44 86	21 70	66 56	529 53	310 71
July . . . .	89 00	14 80	103 80	261 30	366 63
August .	28 42	20 35	48 77	504 00	183 08
Sept . . . .	44 69	9 90	54 59	913 39	326 92
	546 23	297 05	843 28	8,969 61	4,508 48

MONTH.	PIKEVILLE.			FREMONT.		
	Freight.	Passen- ger.	Total.	Freight.	Passen- ger.	Total.
1876.						
October .	24 04	3 90	27 94	155 24	43 00	198 24
Nov . . . .	21 76	1 85	23 61	109 61	49 95	159 56
Dec . . . .	15 41	11 25	26 66	77 26	73 00	150 26
1877.						
January .	6 67	11 10	17 77	115 60	123 60	239 20
February	51 61	19 90	71 51	273 67	68 50	342 17
March . . .	123 51	9 60	133 11	247 58	49 75	297 33
April . . .	89 41	8 85	98 26	374 51	33 60	408 11
May . . . .	3 87	3 15	7 02	100 72	25 45	126 17
June . . . .	6 09	2 25	8 34	51 10	16 05	67 15
July . . . .	90	1 60	2 50	44 08	30 50	74 58
August . .	3 37	1 30	4 67	66 61	39 65	106 26
Sept . . . .	7 44	1 80	9 24	191 85	32 10	223 95
	354 08	76 55	430 63	1,807 83	585 15	2,392 98

*Rail Road at each Agency; also receipts from United States  
lections by Conductors, and for Special Trains and  
the Fiscal Year ending September 30th, 1877.*

### GOLDSBORO.

Total.	PASSENGER.			Total.
	Through.	Local.	Total.	
1,309 97	307 79	694 60	1,002 39	2,312 36
1,085 13	148 96	565 95	714 91	1,800 04
967 57	244 20	1,022 45	1,266 65	2,234 22
1,130 89	353 31	1,165 05	1,518 36	2,649 25
1,630 34	215 97	880 80	1,096 77	2,727 11
2,086 34	258 58	730 07	988 65	3,074 99
1,221 05	218 56	619 10	837 66	2,058 71
651 24	189 75	689 85	879 60	1,530 84
840 24	181 00	850 85	1,031 85	1,872 09
627 93	160 47	607 35	767 82	1,395 75
687 08	215 88	770 30	986 18	1,673 26
1,240 31	239 82	953 92	1,193 74	2,434 05
13,478 09	2,734 29	9,550 29	12,284 58	25,762 67

### BLACK CREEK.

### WILSON.

Freight.	Passen- ger.	Total.	Freight.	Passen- ger.	Total.
136 05	29 85	165 90	1,317 62	400 60	1,718 22
147 75	29 20	176 95	1,035 35	222 85	1,258 20
96 86	50 80	147 66	917 53	340 60	1,258 13
96 09	70 15	166 24	1,145 06	389 40	1,534 46
311 36	6 55	317 91	2,436 25	330 70	2,766 95
121 84	2 75	124 59	1,627 96	272 45	1,900 41
243 01	4 75	247 76	1,146 63	189 85	1,336 48
29 41	4 70	34 11	483 87	355 10	838 97
34 51	5 40	39 91	481 30	285 00	766 30
49 51	11 25	60 76	435 55	315 75	751 30
62 82	12 00	74 82	594 23	448 45	1,042 68
94 50	5 45	99 95	1,189 33	329 55	1,518 88
1,423 71	232 85	1,656 56	12,810 68	3,880 30	16,690 90



*Statement showing the Earnings of the Wilmington & Weldon  
for Mails, &c., from Southern Express Company, Col-  
Through Ticket Sales by Foreign Roads, for*

MONTH.	TOISNOT.			SHARPSBURG.		
	Freight.	Passen- ger.	Total.	Freight.	Passen- ger.	Total.
1876.						
October .	323 83	109 55	433 38	18 64	2 35	20 99
Nov . . . .	259 80	41 75	301 55	13 00	4 30	17 30
Dec. . . . .	147 31	60 20	207 51	28 08	6 25	34 33
1877.						
January .	304 25	94 65	398 90	20 71	1 40	22 11
February	245 27	52 70	297 97	31 25	....	31 25
March. . .	537 98	31 90	569 88	26 78	25	27 03
April . . .	381 37	21 20	402 57	22 14	45	22 59
May . . . .	145 82	25 60	171 42	13 96	45	14 41
June. . . .	107 21	18 05	125 26	16 72	1 35	18 07
July . . . .	119 42	18 95	138 37	10 94	1 10	12 04
Aug . . . .	136 12	18 95	155 07	10 62	45	11 07
Sept. . . .	391 90	11 90	403 80	17 94	70	18 64
	3,100 28	505 40	3,605 68	230 78	19 05	249 83

MONTH	ROCKY MOUNT.			BATTLEBORO'.		
	Freight.	Passen- ger.	Total.	Freight.	Pass- enger.	Total.
1876.						
Oct. . . .	629 10	332 40	961 50	159 52	211 60	371 12
Nov . . . .	491 65	234 80	726 45	97 18	23 90	121 08
Dec . . . .	424 92	298 95	723 87	103 32	51 50	154 82
1877.						
Jan . . . .	490 01	362 05	852 06	110 24	108 35	218 59
Feb . . . .	649 70	312 85	962 55	266 20	48 70	314 90
March. . .	860 21	302 65	1,162 86	247 98	41 00	288 98
April . . .	768 04	220 40	988 44	92 25	46 20	138 45
May . . . .	381 28	284 25	665 53	81 98	79 75	161 73
June. . . .	364 51	253 25	617 76	106 94	22 65	129 59
July . . . .	236 04	288 90	524 94	67 96	11 15	79 11
Aug . . . .	326 78	377 85	704 63	61 30	24 75	86 05
Sept . . . .	632 30	316 85	949 15	179 37	29 40	208 77
	6,254 54	3,585 20	9,839 74	1,574 24	698 95	2,273 19

*Rail Road at each Agency; also receipts from United States  
lections by Conductors, and for Special Trains and  
the Fiscal Year ending September 30th, 1877.*

### TARBORO'.

Freight..	PASSENGER.			Total.
	Through.	Local.	Total.	
1,493 44	20 10	861 29	881 39	2,374 83
877 17	45 30	490 50	535 80	1,412 97
698 11	42 65	797 45	840 10	1,538 21
1,174 56	185 70	822 70	1,008 40	2,182 96
1,358 93	49 75	712 81	762 56	2,121 49
1,445 89	112 40	667 82	780 22	2,226 11
882 04	54 19	376 25	430 44	1,312 48
606 50	49 40	461 84	511 24	1,117 74
556 59	59 05	363 86	422 91	979 50
481 79	202 54	484 68	687 22	1,169 01
621 81	139 47	614 40	753 87	1,375 68
1,397 56	98 53	522 40	620 93	2,018 47
11,594 39	1,059 08	7,186 00	8,235 08	19,829 47

### WHITAKER'S.

### ENFIELD.

Freight.	Passen- ger.	Total.	Freight.	Passen- ger.	Total.
169 05	142 95	312 00	566 77	479 95	1,046 72
113 12	20 55	133 67	334 21	137 55	471 76
99 83	39 50	139 33	300 74	157 48	458 22
101 67	44 10	145 77	317 19	202 93	520 12
312 58	41 55	354 13	326 33	155 79	582 12
448 35	18 55	466 90	496 68	105 60	602 28
182 84	14 45	197 29	434 28	140 55	574 83
75 40	10 95	86 35	303 33	123 01	426 34
59 29	8 60	67 89	276 48	151 75	428 23
86 60	17 55	104 15	246 12	184 32	430 44
69 45	29 05	98 50	318 07	262 05	580 12
205 68	20 15	225 83	563 84	206 83	770 67
1,923 86	407 95	2,331 81	4,484 04	2,307 81	6,791 85

*Statement showing the Earnings of the Wilmington & Weldon  
for Mails, &c., from Southern Express Company, Col-  
Through Ticket Sales by Foreign Roads, for*

MONTH.	HALIFAX.			FREIGHT.	
	Freight.	Passen- ger.	Total.	Through.	Local.
1876.					
October .	173 31	177 80	351 11	251 72	1,556 84
Nov ....	134 63	71 05	205 68	556 05	1,560 50
Dec ....	129 89	81 10	210 99	439 41	1,336 68
1877.					
January.	94 81	47 90	142 71	380 23	705 52
February	187 60	60 75	248 35	918 31	894 81
March...	201 95	66 00	267 95	1,175 64	963 04
April ...	105 13	56 05	161 18	825 27	707 78
May ....	97 21	75 05	172 26	463 73	586 74
June ...	60 53	52 45	112 98	531 84	478 73
July ....	75 22	40 95	116 17	649 52	445 85
August .	87 16	61 75	148 91	1,045 64	606 10
Sept ....	235 27	65 70	300 97	502 11	428 46
	1,582 71	856 55	2,439 26	7,739 58	10,271 03

MONTH.	W., C. & A. R. R. Co.			SEABOARD & ROANOKE	
	FREIGHT.			FREIGHT.	
	Through.	Local.	Total.	Through.	Local.
1876.					
October	7,964 90	2 65	7,967 55	29,762 87	10,879 31
Nov ...	5,409 99	60	5,410 59	13,365 35	10,483 33
Dec ...	4,402 35	5 18	4,407 53	9,397 43	9,284 66
1877.					
Jan....	1,674 41	88 77	1,763 18	3,959 93	6,768 05
Feb...	5,651 23	245 49	5,896 72	3,466 79	4,962 96
March..	7,356 93	23 33	7,380 26	1,348 84	3,084 42
April..	4,963 38	14 75	4,978 13	906 72	1,547 47
May ...	2,785 21	35 64	2,820 85	2,684 81	980 71
June ..	2,593 23	18 12	2,611 35	2,193 13	940 60
July....	2,335 65	1 32	2,336 97	826 82	1,642 92
Aug ...	4,406 20	9 62	4,415 82	635 23	788 48
Sept...	7,857 05	13 99	7,871 04	1,970 65	962 92
	57,400 53	459 46	57,859 99	70,518 57	52,325 83



*Rail Road at each Agency; also receipts from United States  
lections by Conductors, and for Special Trains and  
the Fiscal Year ending September 30th, 1877.*

## WELDON.

Total.	PASSENGER.			Total.
	Through.	Local.	Total.	
1,808 57	14 20	1,314 76	1,328 96	3,137 53
2,116 55	111 10	729 75	840 85	2,957 40
1,776 09	58 14	430 95	489 09	2,265 18
1,085 75	31 43	432 60	464 03	1,549 78
1,813 22	76 10	539 05	615 15	2,428 37
2,138 68	28 63	457 55	486 18	2,624 86
1,533 05	39 21	375 70	414 91	1,947 96
1,050 47	13 32	455 12	468 44	1,518 91
1,010 55	4 76	294 60	299 36	1,309 91
1,095 37	56 20	251 60	307 80	1,403 17
1,651 74	23 08	456 75	479 83	2,131 57
930 57	54 95	721 75	776 70	1,707 27
18,010 61	511 12	6,460 18	6,971 30	24,981 91

R. R. Co.	CAROLINA CENTRAL RAILWAY.			United States.
Total.	FREIGHT.			Transporta- tion.
	Through.	Local.	Total.	
40,642 18	1,108 40	25	1,108 65	1,597 92
23,848 68	702 50	.....	702 50	.....
18,682 09	850 88	1 30	852 18	.....
10,727 98	691 27	4 05	695 32	19 92
8,429 75	854 83	2 59	857 42	1,440 00
4,433 26	1,186 21	1 05	1,187 26	20 81
2,454 19	561 65	10 95	572 60	.....
3,665 52	510 72	80	511 52	16 80
3,133 73	504 33	1 21	505 54	16 56
2,469 74	391 24	45	391 69	1,227 84
1,423 71	721 62	.....	721 62	.....
2,933 57	1,256 62	1 30	1,257 92	6 24
122,844 40	9,340 27	23 95	9,364 22	4,346 09

*Statement showing the Earnings of the Wilmington & Weldon  
for Mails, &c., from Southern Express Company, Col-  
Through Ticket Sales by Foreign Roads, for*

MONTH.	United States.	Sales of Through Tickets by Other Roads.	Southern Ex- press.
	Mails.		Freight.
1876.			
October . . . . .	2,166 45	5,888 82	788 25
November . . . .	1,889 36	4,413 31	774 47
December . . . .	2,176 98	6,159 36	829 16
1877.			
January . . . . .	2,176 98	7,690 39	548 75
February . . . .	2,176 98	7,829 21	453 92
March . . . . .	2,176 98	8,298 20	571 57
April . . . . .	2,176 98	10,525 44	745 54
May . . . . .	2,176 98	6,742 19	921 05
June . . . . .	2,176 98	4,658 70	364 89
July . . . . .	2,753 38	4,318 50	562 94
August . . . . .	2,251 19	4,490 97	235 10
September . . . .	2,251 19	5,218 06	319 56
	26,550 43	76,233 15	7,115 20

*Rail Road at each Agency; also receipts from United States  
lections by Conductors, and for Special Trains and  
the Fiscal Year ending September 30th, 1877.*

Conductors and Special Trains.	Parlor Cars.	Minor Sources of Income.	GRAND TOTAL.
2,267 15 .....		12 50	86,617 91
1,732 55 .....		66 29	59,959 39
1,833 48	462 25	1,524 65	58,382 68
1,716 00	612 75	138 99	44,066 87
957 05	768 30	71	50,180 72
861 95	971 25	202 86	49,024 99
942 10	1,016 90	32 50	41,315 19
712 14	641 64	210 45	32,363 26
544 30	73 25	115 15	27,799 56
581 75 .....		1,065 91	28,588 59
678 00 .....		511 58	30,574 35
724 65 .....		33 00	39,588 60
13,551 12	4,546 34	3,914 59	548,462 11

JOHN R. LATTA,  
*Acting Auditor.*



*Statement showing the Receipts of the Wilmington, Columbia & and Passengers; also embracing Receipts from United of Through Ticket by Other Roads, for the*

MONTH.	WILMINGTON.					
	PASSENGER.			FREIGHT.		
	Through.	Local.	Total.	Through.	Local.	
1876.						
October	158 80	446 10	604 90	2,260 63	10,811 61	
Nov'ber	229 95	677 42	907 37	7,620 67	9,860 48	
Dec ...	321 07	777 85	1,098 92	2,917 55	7,627 89	
1877.						
January	512 17	1,267 61	1,779 78	412 74	8,828 52	
Feb... .	291 14	598 20	889 34	2,246 54	6,832 00	
March..	312 62	778 30	1,090 92	1,156 03	7,581 18	
April..	190 16	554 10	744 26	465 94	6,642 83	
May...	94 45	446 96	541 41	199 90	10,208 90	
June ..	120 00	490 85	610 85	343 54	10,987 89	
July ..	235 21	311 00	546 21	900 11	11,442 62	
August	257 50	593 45	850 95	1,124 29	11,826 65	
Sept ...	256 24	659 30	915 54	1,344 25	10,651 24	
	2,979 31	7,601 14	10,580 45	20,992 19	113,301 81	

MONTH	FLEMINGTON.			WHITEVILLE.		
	Freight.	Passen- ger.	Total.	Freight.	Passen- ger.	Total.
1876.						
Oct ...	335 48	42 10	377 58	81 20	109 07	190 27
Nov ..	90 79	64 70	155 49	88 43	132 37	220 80
Dec ..	625 31	113 70	739 01	79 71	214 12	293 83
1877.						
Jan ..	232 99	49 30	282 29	76 30	336 90	413 20
Feb...	446 89	52 06	498 95	86 99	178 95	265 94
March	443 53	113 00	556 53	64 77	292 90	357 67
April..	337 49	58 30	395 79	107 15	143 95	251 10
May ..	216 32	84 90	301 22	93 42	117 20	210 62
June ..	589 28	53 60	642 88	71 12	88 05	159 17
July ..	371 84	63 26	435 10	58 96	146 26	205 22
Aug..	38 79	93 50	132 14	120 78	140 05	260 83
Sept..	328 98	90 30	419 28	102 14	198 50	300 64
	4,057 69	878 57	4,936 26	1,030 97	2,098 32	3,129 29

*Augsta Rail Road Company at each Agency, from Freights  
States, Express, Conductors. Minor Sources, and Sales  
Fiscal Year ending September 30th, 1877.*

		BRINKLEY'S.			
Total.	Grand Total.	Freight.	Passenger	Total.	
13,072 24	13,677 14	1 00	10 05	11 05	
17,481 15	18,388 52	.....	24 70	24 70	
10,545 44	11,644 36	2 85	39 35	42 20	
9,241 26	11,021 04	75	12 55	13 30	
9,078 54	9,967 88	4 10	39 15	43 25	
8,737 21	9,828 13	2 40	28 40	30 80	
7,108 77	7,853 03	1 00	18 65	19 65	
10,408 80	10,950 21	1 05	22 10	23 15	
11,331 43	11,942 28	5 27	28 90	34 17	
12,342 73	12,888 94	2 41	25 60	28 01	
12,950 94	13,801 89	1 33	37 55	38 88	
11,995 49	12,911 03	50	16 06	16 56	
134,294 00	144,874 45	22 66	303 06	325 72	

FAIR BLUFF.			NICHOL'S.		
Freight	Passenger	Total.	Freight.	Passenger	Total.
119 27	57 25	176 52	116 28	13 40	129 68
37 11	68 77	105 88	31 56	18 70	50 26
47 67	111 84	159 51	65 90	38 86	104 76
9 08	166 30	175 38	52 55	35 35	87 90
66 66	45 10	111 76	172 78	12 95	185 73
176 21	170 84	347 05	115 14	67 15	182 29
134 52	53 40	187 92	83 58	37 85	121 43
94 75	84 30	179 05	61 85	18 65	80 50
72 57	60 00	132 57	60 16	64 75	124 91
326 08	49 65	375 73	79 61	38 55	118 16
80 44	64 90	145 34	76 07	29 70	105 77
48 94	86 70	135 64	202 22	36 10	238 32
1,213 30	1,019 05	2,232 35	1,117 70	412 01	1,529 71

*Statement showing the Receipts of the Wilmington; Columbia & and Passengers; also embracing Receipts from United of Through Ticket by Other Roads, for the*

MONTH	MULLIN'S.			MARION.		
	Freight.	Passenger.	Total.	Freight.	Passenger.	Total.
1876.						
Oct...	10 27	14 30	24 57	659 29	264 46	923 75
Nov ..	7 99	30 00	37 99	524 13	385 52	909 65
Dec ..	24 09	65 20	89 29	428 45	456 98	885 43
1877.						
Jan ..	7 10	26 10	33 20	375 58	389 23	764 81
Feb ..	9 23	13 50	22 73	659 10	291 50	950 60
March.	51 28	76 90	128 18	865 26	382 31	1,247 57
April .	11 38	17 70	29 08	597 37	270 01	867 38
May ..	4 45	13 75	18 20	357 39	218 84	576 23
June..	19 36	11 38	30 74	275 79	204 03	479 82
July ..	7 86	18 38	26 24	263 57	185 52	449 09
Aug ..	25 92	17 89	43 81	305 54	303 70	609 24
Sept ..	37 92	24 21	62 13	1,258 69	222 00	1,480 69
	216 85	329 31	546 16	6,570 16	3,574 10	10,144 26

MONTH.	FLORENCE.				
	FREIGHT.			PASSEN-	
	Through.	Local.	Total.	Through.	Local.
1876.					
October .	113 33	18 08	131 41	232 11	694 70
Nov ....	86 02	287 64	373 66	66 08	570 85
Dec.....	38 45	29 68	68 13	50 00	989 50
1877.					
January.	54 40	11 22	65 62	85 36	766 80
February	110 48	27 28	137 76	59 00	511 80
March...	37 16	142 02	179 18	48 00	439 25
April ...	97 63	100 89	198 52	18 00	393 65
May ....	34 89	178 53	213 42	23 00	424 65
June....	49 58	137 02	186 60	45 00	364 35
July.....	35 21	30 49	65 70	64 00	380 05
Aug.....	79 17	114 32	193 49	219 46	611 10
Sept....	122 69	89 30	211 99	84 00	478 40
	859 01	1,166 47	2,025 48	994 01	6,625 10



*Augusta Rail Road Company at each Agency, from Freights  
States, Express, Conductors, Minor Sources, and Sales  
Fiscal Year ending September 30th, 1877.*

PEE DEE.			MARS' BLUFF.		
Freight.	Passenger	Total.	Freight.	Passenger	Total.
19 97	1 45	21 42	102 93	31 92	134 85
14 26	13 95	28 21	62 59	31 66	94 25
12 87	19 00	31 87	56 03	100 89	156 92
1 52	21 05	22 57	46 21	79 77	125 98
14 54	11 22	25 76	49 30	60 89	110 19
18 51	12 50	31 01	66 57	75 29	141 86
6 00	9 05	15 05	76 65	53 15	129 80
9 33	9 90	19 23	31 95	43 32	75 27
76	4 95	5 71	42 44	20 99	63 43
5 85	15 35	21 20	38 71	26 77	65 48
15 16	14 75	29 91	37 88	36 54	74 42
16 41	15 05	31 46	226 55	31 54	258 09
135 18	148 22	283 40	837 81	592 73	1,430 54

GER.		EBENEZER.		
Total.	Grand Total.	Freight.	Passenger	Total.
926 81	1,058 22	10 95	4 55	15 50
636 93	1,010 59	3 09	.....	3 09
1,039 50	1,107 63	4 03	4 45	8 48
852 16	917 78	9 86	14 00	23 86
570 80	708 56	9 54	2 55	12 09
487 25	666 43	28 62	4 82	33 44
411 65	610 17	6 64	.....	6 64
447 65	661 07	14 97	1 35	16 32
409 35	595 95	17 06	.....	17 06
444 05	509 75	11 26	.....	11 26
830 56	1,024 05	16 25	2 00	18 25
562 40	774 39	50 84	.....	50 84
7,619 11	9,644 59	183 11	33 72	216 83

*Statement showing the Receipts of the Wilmington, Columbia &  
and Passengers; also embracing Receipts from United  
of Through Ticket by Other Roads, for the*

MONTH	TIMMONSVILLE.			CARTERSVILLE.		
	Freight.	Passen- ger.	Total.	Freight.	Passen ger.	Total.
1876.						
Oct...	341 58	131 15	472 73	1 91	.....	1 91
Nov ..	215 29	137 95	353 24	38 37	8 10	46 47
Dec ..	238 09	181 60	419 69	44 32	41 00	85 32
1877.						
Jan ..	95 84	150 50	246 34	32 43	35 95	68 38
Feb ..	395 00	114 15	509 15	.....	.....	.....
March.	791 98	111 75	903 73	.....	.....	.....
April .	293 98	126 25	420 23	.....	.....	.....
May ..	159 18	71 33	230 51	.....	.....	.....
June..	166 23	75 00	241 28	.....	.....	.....
July ..	161 79	157 75	319 54	.....	.....	.....
Aug ..	185 32	166 65	351 97	.....	.....	.....
Sept ..	602 61	115 65	718 26	.....	.....	.....
	3,646 89	1,539 73	5,186 62	117 03	85 05	202 08

**SUMTER.**

MONTH.	PASSENGER.				
	Freight.	Through.	Local.	Total.	Total.
1876.					
October .	1,265 39	12 18	243 65	255 83	1,521 22
Nov....	953 88	15 16	297 20	312 36	1,266 24
Dec....	1,126 48	32 27	488 25	520 52	1,647 00
1877.					
January.	891 19	16 01	406 05	422 06	1,313 25
February	1,207 57	23 77	301 35	325 12	1,532 69
March...	1,520 35	19 93	214 10	234 03	1,754 38
April...	988 37	39 43	282 65	322 08	1,310 45
May....	629 54	9 26	211 20	220 46	850 00
June...	619 84	58 31	164 70	223 01	842 85
July....	740 65	55 99	200 95	256 94	997 59
August..	1,061 34	90 23	215 85	306 08	1,367 42
Sept....	2,562 23	6 84	184 30	191 14	2,753 37
	13,566 83	379 38	3,210 25	2,589 63	17,156 46

*Augusta Rail Road Company at each Agency, from Freights  
States, Express, Conductors, Minor Sources, and Sales  
Fiscal Year ending September 30th, 1877.*

LYNCHBURG.			MAYESVILLE.		
Freight.	Passen- ger.	Total.	Freight.	Passenger	Total.
216 77	79 71	296 48	319 50	24 98	344 48
161 19	50 35	211 54	271 48	18 86	290 34
159 22	93 75	252 97	363 00	79 80	442 80
122 77	62 84	185 61	211 94	71 24	283 18
213 39	60 66	274 05	559 18	32 57	591 75
401 39	56 15	457 54	871 66	56 95	928 61
204 14	31 01	235 15	359 10	60 85	419 95
229 71	16 50	246 21	204 49	19 70	224 19
166 10	10 50	176 60	201 52	31 28	232 80
161 88	22 79	184 67	197 75	10 15	207 90
294 53	21 35	315 88	385 60	9 15	394 75
469 18	10 44	479 62	708 73	3 55	712 28
2,800 27	516 05	3,316 32	4,653 95	419 08	5,073 03

WEDGEFIELD.			EASTOVER.		
Freight.	Passen- ger.	Total.	Freight.	Passen- ger.	Total.
41 01	24 77	65 78	29 58	136 44	166 02
25 45	38 15	63 60	39 51	159 44	198 95
80 83	76 15	156 98	49 12	292 75	341 87
32 25	16 10	48 35	52 94	65 60	118 54
70 41	34 47	104 88	48 27	25 40	73 67
30 95	34 87	65 82	30 27	60 20	90 47
34 70	16 30	51 00	43 34	17 20	60 54
40 46	20 42	60 88	18 33	56 40	74 73
34 94	27 45	62 39	50 49	35 50	85 99
52 76	41 97	94 73	35 42	30 33	65 75
59 01	23 70	82 71	43 66	47 66	91 32
79 49	9 90	89 39	35 65	34 75	70 40
582 26	364 25	946 51	476 58	961 67	1,438 25



*Statement showing the Receipts of the Wilmington, Columbia & and Passengers; also embracing Receipts from United of Through Ticket by Other Roads, for the*

MONTH.	COLUMBIA.				
	PASSENGER.			FREIGHT.	
	Through.	Local.	Total.	Through.	Local.
1876.					
October	681 10	650 10	1,331 20	1,112 85	594 78
Nov'ber	598 08	677 50	1,275 58	726 24	881 15
Dec ...	193 62	908 85	1,102 47	672 94	205 81
1877.					
January	692 06	623 50	1,315 56	490 14	346 25
Feb. . .	925 78	588 60	1,514 38	606 46	604 27
March..	187 78	483 70	671 48	1,118 17	115 59
April ..	189 34	421 10	610 44	387 58	162 24
May ...	159 98	402 90	562 88	279 49	126 02
June ..	198 27	382 93	581 20	891 38	353 30
July ..	195 64	313 49	509 13	585 74	128 88
August	237 33	470 65	707 98	2,193 97	106 37
Sept ...	230 99	472 75	703 74	793 34	142 00
	4,489 97	6,396 07	10,886 04	9,858 30	3,766 66

MONTH	UNION DEPOT.			CHERAW & DARLINGTON R. R.		
	FREIGHT.			FREIGHT.		
	Through.	Local.	Total.	Through	Local.	Total.
1876.						
Oct ...	3 68	99	4 67	311 76	343 94	655 70
Nov ..	6 19	2 00	8 19	280 88	323 02	603 90
Dec ..	8 68	75	9 43	210 98	150 44	361 42
1877.						
Jan ..	5 07	8 00	13 07	143 75	336 86	480 61
Feb. ...	266 46	16 00	282 46	178 50	311 80	490 30
March	135 62	165 61	301 23	270 78	472 01	742 79
April..	20 99	131 33	152 32	210 68	513 42	724 10
May ..	4 47	3 00	7 47	120 55	503 10	623 65
June ..	1 76	5 19	6 95	101 66	514 32	615 98
July ..	70	1 50	2 20	88 16	518 31	606 47
Aug ..	10 86	15 37	26 23	167 33	452 79	620 12
Sept ..	93	1 13	2 06	544 57	488 00	1,032 57
	465 41	350 87	816 28	2,629 60	4,928 01	7,557 61

*Augusta Rail Road Company at each Agency, from Freights  
States, Express, Conductors, Minor Sources, and Sales  
Fiscal Year ending September 30th, 1877.*

		NORTH EASTERN R. R.		
Total.	Grand Total.	FREIGHT.		
		Through.	Local.	Total.
1,707 63	3,038 83	2,462 87	7,296 70	9,759 57
1,607 39	2,882 97	1,905 53	6,167 72	8,073 25
878 75	1,981 22	1,948 36	3,868 79	5,817 15
836 39	2,151 95	809 10	1,561 67	2,370 77
1,210 73	2,725 11	1,109 87	1,136 61	2,246 48
1,233 76	1,905 24	1,094 80	1,704 53	2,799 33
549 82	1,160 26	621 31	787 25	1,408 56
405 51	968 39	616 87	1,300 51	1,917 38
1,244 68	1,825 88	622 16	1,174 21	1,796 37
714 62	1,223 75	367 86	1,066 61	1,434 47
2,300 34	3,008 32	615 29	1,333 93	1,949 22
935 34	1,639 08	582 47	2,900 04	3,482 51
13,624 96	24,511 00	12,756 49	30,298 57	43,055 06

WILMINGTON & WELDON R. R.			Wateree Steamers.	Pee Dee Steamers.
FREIGHT.			Through Freight.	Through Freight.
Through.	Local.	Total.		
26,157 59	1,712 82	27,870 41	46 33	34 83
11,019 92	1,121 99	12,141 91	11 65	26 18
6,818 54	1,153 46	7,972 00	35 36	19 07
513 92	454 99	968 91	18 67	56 95
2,221 85	309 53	2,531 38	28 87	56 46
789 29	119 68	908 97	26 32	90 20
508 23	70 18	578 41	42 91	90 31
1,584 34	34 29	1,618 63	35 54	44 19
1,253 65	197 08	1,450 73	28 56	32 25
466 54	287 26	753 80	22 93	33 78
576 39	295 71	872 10	19 70	30 94
1,143 89	604 23	1,748 12	29 82	66 02
53,054 15	6,361 22	59,415 37	346 76	581 18

*Statement showing the Receipts of the Wilmington, Columbia & and Passengers ; also embracing Receipts from United of Through Ticket by Other Roads, for the*

MONTH.	CHARLOTTE, COL. & AUG. R. R.			Southern Express.	Government Transportation.
	FREIGHT.			Freight.	
	Through.	Local.	Total.		
1876.					
October .	7,848 84	27 75	7,876 59	537 55	3,333 24
Nov . . . .	4,986 08	36 21	5,022 29	567 89	.....
Dec. . . . .	3,844 35	32 36	3,876 71	660 97	.....
1877.					
January.	4,457 36	40 01	4,497 37	377 48	24 00
February	8,336 29	119 90	8,456 19	264 61	112 56
March. . .	8,587 01	37 24	8,624 25	308 39	36 47
April . . .	4,084 23	22 79	4,107 02	301 38	19 44
May . . . .	3,024 87	47 98	3,072 85	306 37	13 65
June. . . .	2,150 12	16 84	2,166 96	237 73	18 36
July . . . .	2,754 34	11 36	2,765 70	237 27	986 04
Aug . . . .	4,995 55	18 83	5,014 38	148 33	.....
Sept. . . .	7,221 92	12 56	7,234 48	237 96	84 87
	62,290 96	423 83	62,714 79	4,185 93	4,628 63

MONTH.	Minor Sources.	Conductors' Collections.	Parlor Car.	GRAND TOTAL.
1876.				
October . . . .	136 00	1,391 52	.....	80,383 04
November . . .	876 05	1,376 00	.....	59,486 06
December . . .	24 00	1,820 39	94 00	48,278 12
1877.				
January . . . .	19 25	1,502 05	103 00	36,297 81
February . . .	35 13	1,030 00	200 50	42,433 64
March . . . . .	10 21	910 40	261 00	42,379 95
April . . . . .	957 36	661 83	173 00	33,027 17
May . . . . .	40 02	700 87	60 00	31,275 41
June . . . . .	17 48	596 95	.....	30,351 02
July . . . . .	1,082 24	690 25	.....	31,812 39
August . . . .	159 67	978 32	.....	37,215 06
September . . .	1,409 61	1,015 83	.....	45,285 93
	4,767 02	12,674 41	891 50	518,225 60



*Augusta Rail Road Company at each Agency, from Freights  
States, Express, Conductors, Minor Sources, and Sales  
Fiscal Year ending September 30th, 1877.*

G. & C. R. R. Co.			Sales of Through Tickets by Other Roads.	United States.  Mails.
Through.	FREIGHT. Local.	Total.		
39 90	13 65	53 55	4,144 22	1,890 86
68 46	.....	68 46	3,003 36	1,364 15
724 94	9 75	734 69	4,350 19	1,911 60
130 00	19 51	149 51	5,507 69	1,911 57
224 81	17 69	242 50	5,829 89	1,911 57
130 12	2 49	132 61	5,659 45	1,911 58
69 67	6 21	75 88	7,678 46	1,911 57
78 42	16 25	94 67	5,062 57	1,911 57
39 27	55	39 82	3,734 76	1,911 59
47 62	2 60	50 22	3,007 34	1,911 57
34 47	4 95	39 42	3,548 16	1,911 57
40 63	.....	40 63	3,848 39	1,911 59
1,628 31	93 65	1,721 96	55,374 48	22,370 79

RECAPITULATION.

Freight:

Through.....	\$165,462 36
Local.....	201,920 33
	<hr/> \$367,382 69

Passenger:

Through.....	\$ 64,217 15
Local.....	49,781 89
	<hr/> 113,999 04

United States Mail .....	22,370 79
Transportation of United States Troops and Freight	4,628 63
Express Freight.....	4,185 93
Parlor Car.....	891 50
Minor Sources.....	4,767 02
	<hr/>

\$518,225 60

JOHN R. LATTA,  
*Acting Auditor.*

*Statement of Expenditures of the Wilmington, Columbia & Augusta Rail Road, for the Year ending Sept. 30th, 1877.*

CONDUCTING TRANSPORTATION.

Advertising.....	\$ 1,760 68
Agents and Assistants at Stations.....	13,343 40
Agents, Solisting.....	9,143 07
Brakemen.....	6,541 92
Car Cleaning and Inspecting.....	784 87
Car Furniture and Fixtures.....	8 98
Car Service.....	12,102 44
Clerks.....	10,446 37
Conductors and Baggage Masters.....	7,249 77
Dispatchers and Yard Masters.....	855 00
Drawback and Allowance.....	6,589 23
Expenses of Stations, except Labor.....	21 77
Fuel for Stations.....	34 13
Watchmen.....	3,257 04
Incidentals.....	2,333 44
Labor at Stations.....	9,645 72
Light at Stations.....	382 49
Light for Cars.....	1,176 30
Loss and Damage.....	4,850 93
Mail Service.....	565 55
Office Furniture.....	175 54
Personal Injury.....	530 08
Printing and Stationery.....	3,564 94
Revenue and Postage Stamps.....	204 78
Stations, repairs of, and Rent.....	295 92
Master of Transportation.....	1,671 14
Stock Killed.....	2,302 95
Switchmen.....	1,199 25
Telegraph Expenses, including Operators.....	3,821 97
Wrecking.....	42 45
Total.....	\$104,902 12

MAINTENANCE OF CARS.

Cars, Passenger and Baggage, repairs of.....	20,729 64
Cars, Express, repairs of.....	1,429 93
Cars, Freight, repairs of.....	18,011 10
Cars, Mail, repairs of.....	1,277 83
Car Shops and Sheds, repairs of.....	9 55
Fuel for Stoves.....	444 00
Incidentals.....	288 23
Oil, Waste and Packing.....	4,586 15
Tools and Repairs of Tools.....	470 58
Total.....	47,247 01

## MOTIVE POWER.

Engineers and Firemen.....	\$ 27,009	36
Fuel for Locomotives.....	34,621	05
Fuel for Shops.....	822	75
Incidentals.....	201	18
Locomotive Engines, repairs of.....	20,731	80
Oil and Tallow.....	3,641	30
Patterns and Tools, repairs of.....	3,300	97
Shops and Engine Houses, repairs of.....	22	64
Shop Machinery, repairs of.....	666	38
Waste and Packing.....	315	32
Watchmen and Engine Wipers.....	1,692	38
Water, Wood and Coal Stations, labor at.....	2,773	69
Water, Wood and Coal Stations, repairs of.....	1,205	98
Total.....	\$ 97,004	80

## MAINTENANCE OF ROADWAY.

Ballast.....	984	40
Bridges and Trestles, repairs of. . . . .	17,992	82
Cars, Road, repairs of.....	259	85
Crossties.....	22,559	65
Depot Grounds and Buildings, repairs of.....	120	16
Division Houses, repairs of.....	135	87
Frogs and Switches, repairs of.....	1,553	77
Incidentals.....	118	40
Iron Rails....	41,581	44
Joints and Chairs.....	1,759	54
Road-Bed, repairs of.....	4,191	40
Spikes.....	466	29
Tools and repairs of Tools.....	811	33
Track, repairs of.....	27,992	46
Turntables, repairs of.....	4	35
Watchmen.....	1,194	86
Subsistence.....	11,322	72
Total.....	\$133,049	31

## GENERAL EXPENSES.

Traveling Expenses.....	1,143	99
Legal Expenses.....	1,679	70
Miscellaneous Expenses.....	25,520	73
Printing and Stationery.....	248	80
Salaries of Officers.....	12,160	19
Taxes—State, Municipal and County.....	7,638	10
Total.....	\$48,391	51



## RECAPITULATION OF OPERATING EXPENSES.

Conducting Transportation.....	\$104,902	12
Motive Power.....	97,004	80
Maintenance of Cars... ..	47,247	01
Maintenance of Roadway.....	133,049	31
General Expenses.....	48,391	51
<hr/>		
Total.....	\$430,594	75

JOHN R. LATTA,

*Acting Auditor.*

*Statement of Expenditures of the Wilmington & Weldon  
Rail Road, for the Year ending Sept. 30th, 1877.*

CONDUCTING TRANSPORTATION.

Advertising.....	\$ 1,807 14
Agents and Assistants at Stations.....	13,145 65
Agents, Solisting.....	8,266 67
Brakemen.....	5,096 45
Car Cleaning and Inspecting.....	591 04
Car Furniture and Fixtures.....	8 53
Car Service.....	3,589 61
Clerks.....	8,640 63
Conductors and Baggage Masters.....	8,643 10
Drawback and Allowance.....	7,039 54
Expenses of Stations, except Labor.....	391 65
Watchmen.....	4,016 93
Incidentals.....	2,959 19
Labor at Stations.....	9,914 10
Light at Stations.....	164 28
Light for Cars.....	381 32
Loss and Damage.....	2,879 74
Mail Service.....	358 31
Office Furniture.....	293 82
Personal Injury.....	434 86
Printing and Stationery.....	3,581 30
Revenue and Postage Stamps.....	186 57
Stations, repairs of, and Rent.....	518 33
Master of Transportation.....	1,040 00
Stock Killed.....	545 00
Switchmen.....	794 76
Telegraph Expenses, including Operators.....	934 79
Wrecking.....	387 33
Total.....	\$ 86,610 64

MAINTENANCE OF CARS.

Cars, Passenger and Baggage, repairs of.....	18,490 42
Cars, Express, repairs of.....	2,894 45
Cars, Freight, repairs of.....	15,537 15
Cars, Mail, repairs of.....	1,724 38
Car Shops and Sheds, repairs of.....	115 25
Fuel for Stoves.....	721 25
Incidentals.....	178 28
Oil, Waste and Packing.....	3,299 61
Tools and Repairs of Tools.....	580 37
Total.....	43,541 16

## MOTIVE POWER.

Engineers and Firemen.....	\$ 19,921 53
Fuel for Locomotives.....	22,783 05
Fuel for Shops .....	722 02
Incidentals.....	505 57
Locomotive Engines, repairs of .....	25,003 81
Oil and Tallow.....	2,816 04
Patterns and Tools, Repairs of.....	1,703 39
Shops and Engine Houses, repairs of.....	173 53
Shop, Machinery, repairs of .....	873 91
Waste and Packing .....	247 61
Watchmen and Engine Wipers .....	819 00
Water, Wood and Coal Stations, labor at.....	3,123 26
Water, Wood and Coal Stations, repairs of.....	1,104 19
Total.....	\$ 79,796 91

## MAINTENANCE OF ROADWAY.

Ballast .....	3,864 47
Bridges and Trestles, repairs of.....	13,628 63
Cars, Road, repairs of .....	406 85
Cattle Guards .....	279 72
Cross Ties .....	19,790 59
Depot Grounds and Buildings, repairs of.....	5,340 35
Frogs and Switches, repairs of.....	1,563 91
Incidentals.....	352 49
Iron Rails.....	75,757 65
Joints and Chairs.....	1,938 85
Road-Bed, repairs of ....	2,747 19
Spikes.....	437 20
Subsistence .....	8,879 46
Tools, and Repairs of Tools.....	1,112 11
Track, repairs of .....	25,604 67
Turn-Tables, rapairs of.....	148 29
Watchmen.....	724 00
Total.....	\$162,576 43

## GENERAL EXPENSES.

Traveling .....	834 27
Legal Expenses.....	1,551 15
Miscellaneous Expenses.....	4,669 51
Printing and Stationery .....	266 85
Salaries of Officers.....	11,707 66
Total.....	\$ 19,029 44



## RECAPITULATION OF OPERATING EXPENSES.

Conducting Transportation.....	\$ 86,610 64
Motive Power.....	79,796 91
Maintenance of Cars.....	43,541 16
Maintenance of Roadway.....	162,576 43
General Expenses.....	19,029 44
<hr/>	
Total.....	\$391,554 58

JOHN R. LATTA,  
*Acting Auditor.*

















